

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 2, 2011

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 5 – POTOMAC YARD METRO STATION UPDATE

ISSUE: Update on Potomac Yard Metrorail Station

RECOMMENDATION: No Action is required. Information only.

DISCUSSION: The Potomac Yard Metro project is an infill Metrorail Station to be located between the current National Airport and Braddock Road Metrorail Stations on the blue and yellow lines and located in the vicinity of the Potomac Yard Development.

The second meeting of the Potomac Yard Metrorail Implementation Working Group (PYMIG) was held on October 26, 2011. The screening of the 36 potential alternatives was evaluated against the following criteria (shown below) to determine those alternatives to continue through the environmental process.

Screening Criteria	
Project Purpose and Need	<p>Improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system</p> <p>Does the station alternative:</p> <ul style="list-style-type: none">• Provide new access to Metrorail?• Serve population and employment growth?• Accommodate travel demand and improve air quality?• Enhance transportation and pedestrian safety?
Consistency with Land Use and Development Plans	<p>Is the station alternative consistent with:</p> <ul style="list-style-type: none">• <i>North Potomac Yard Small Area Plan?</i><ul style="list-style-type: none">○ Supports redevelopment of retail center○ Establishes a walkable urban environment• <i>Potomac Yard Coordinated Development District (CDD #10) Concept Plan?</i><ul style="list-style-type: none">○ Promotes mixed-use redevelopment○ Focuses density on the Town Center

Screening Criteria	
Technical Feasibility	<p>Does the alternative comply with WMATA Design Policies and Standards?</p> <ul style="list-style-type: none"> • Metrorail out of service maximum of 76 hours • Maximum grade of 4% • Vertical clearance <ul style="list-style-type: none"> ○ 35 feet over CSXT/25 feet under CSXT or Four Mile Run • Horizontal geometry for 45 mph speed • Horizontal clearance <ul style="list-style-type: none"> ○ 50 feet from at-grade Metro centerline to CSXT centerline ○ 40 feet from Metro bridge pier to centerline of CSXT when on structure

Three station zones were approved – the exact station location within the zone will be determined based on the environmental assessment currently underway. The station could be located anywhere within the zone as shown on the adjacent figure. Station zones include:

- Zone A – Reservation Site - Located between the CSX Railroad tracks and the Potomac Greens Neighborhood on the north end of the neighborhood. This station would be constructed at-grade along the current Blue and Yellow lines.
- Zone B – North of zone A located between the George Washington Memorial Parkway and the CSX tracks. This station would be constructed at-grade along the current Blue and Yellow lines.
- Zone D – Located between the CSX tracks and Route 1 within the Potomac Yard area. This station would be constructed as an aerial station and necessitate realignment of the Blue and Yellow line tracks.



The next step of the project is to begin the environmental assessment for the proposed station zones. The next PYMIG meeting is scheduled for February 6, 2011. At this meeting, discussion will focus on the wetland determination, refinement of the station location, and the methodology reports for the assessment of environmental impacts. The Draft Environmental Impact Statement (DEIS) is anticipated in early 2013 with a final Environmental Impact Statement (EIS) and record of decision in early 2014. It is anticipated the station will be constructed by the end of 2016.